



SPECIFICATIONS

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| ENGINE/DRIVE2.4L DOHC 16v i-VTEC 4-cyl / FWD | |
| HP/TORQUE | 201 hp / 180 lb-ft |
| TRANSMISSION ...8-spd dual-clutch w/torque convert | |
| STEERING | electric power rack & pinion |
| SUSPENSIONF: MacPherson strut; R: multi-link | |
| WHEELS18x7.5 noise-reducing aluminum alloy | |
| BRAKESF: 12.3 vented / R: 11.1 solid disc | |
| LENGTH/WHEELBASE | 181.9 in / 105.1 in |
| TURNING CIRCLE | 36.8 ft |
| WEIGHT (TOP TRIM SPEC) | 3137 lb |
| MPG | 25/35/29 (city/hwy/comb) |

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|---------------------------------------------------|-----------------|
| PRICE: ILX TECH PLUS & A-SPEC | \$34,980 |
| 18-IN BLACK DIAMOND-CUT ALLOY WHEELS | 1600 |
| OTHER OPTIONS UNKNOWN | unknown |
| DESTINATION CHARGE | 940 |

TOTAL.....**\$37,520**

times giving more road feel than needed. Its 201 horses deliver a relatively sporty drive, helped by the car's relatively light weight, made even better when using the dual-clutch 8-speed via paddles.

Taller drivers might wish the seat could go back another inch or two, though this front shortcoming left rear legroom adequate to load up five adults one night. In a very heavy rain, any sound-deadening in the roof and windows seemed minimal.

If we seem to dwell on the Honda comparison, it's because we find the two pretty transparently related. But for any devoted Acura fans, the two will always be nothing alike. ■

TRANSPARENT BY JOE SAGE

If you like the quality, size and economy of the Honda Civic, but want Acura panache—or if you like Acura, but want an entry point to the brand, or just like 'em small—the Acura ILX fills the bill.

The Acura brand was born 20 years ago as a luxury offshoot to Honda, in North America only. Our Acura models can often be matched to Honda-badged twins in Japan, or they can be compared to Hondas in our own market. The ILX, new in 2012 as a 2013 model, is a very close cousin to the popular Honda Civic. A year ago, we set out to compare the Civic and ILX, but the Honda was still the prior generation. Now, they are both updated.

The Acura ILX is a little shorter than Civic (yet has a bigger turning circle). Suspension is similar, though Acura has heavier stabilizer bars front and rear. The ILX has a bigger engine, providing about 16-27 percent more horsepower than two Civic

engines, while the top-spec ILX weighs only 7.3 percent more than a top-spec Civic, about 200 pounds. Civic has a continuously variable transmission (CVT), with a 6-speed manual available on the base coupe, while the ILX has an 8-speed dual-clutch unit, a sportier setup as an automatic.

The ILX shaves its Acura panache in places, but delivers Acura fit and finish everywhere that matters, the instrument panel being a good example.

As is the norm for Acura (or Honda), each trim level is defined by its options, complete. Six ILX models range from \$27,990 to this Technology Plus & A-Spec top model at \$35,920. (Honda Civic has 14 sedans and six coupes, from \$18,640 to \$26,500.) Both brands offer highway fuel mileage as high as 35 mpg, despite Acura's additional power.

The Acura ILX gives a good, transparent driver-to-road connection. Its ride is especially firm, at

